

**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**  
**REQUEST FOR PROPOSAL ACQ-2006-0701-RFP**  
**AMENDMENT NO. 8**  
**July 31, 2009**

This is an amendment to Request for Proposal (RFP) ACQ-2009-0530-RFP issued by the Washington State Department of Transportation for the Toll Collection System, and as amended by Amendment 1 dated June 18, 2009, Amendment 2 dated June 22, 2009, Amendment 3 dated June 22, 2009, Amendment 4 dated June 29, 2009, Amendment 5 dated July 2, 2009, Amendment 6 dated July 9, 2009 and Amendment 7 dated July 22, 2009.

**I. The following are revisions to the Request for Proposal:**

- a) **RFP Section 2.21 – Schedule of Procurement Activities** – Replace in its entirety *Table 1. RFP Procurement Schedule* in Section 2.1 of the RFP with the following table:

**Table 1 – RFP Procurement Schedule**

| <b>Activity</b>   | <b>Due Date</b>                | <b>Time*</b> |
|---|--------------------------------|--------------|
| TCS RFP Released  | June 15, 2009                  | N/A          |
| RSVP for Pre-Proposal Meeting/520 Field Visit                   | June 17, 2009                  | 5:00 PM      |
| 1 <sup>st</sup> Pre-Proposal Meeting/520 Field Visit (Optional) | June 20, 2009                  | 1:00 PM      |
| 2 <sup>nd</sup> Pre-Proposal Meeting/520 Field Visit (Optional) | July 8, 2009                   | 1:00 PM      |
| Letter of Intent to Propose Due (Mandatory)                     | July 10, 2009                  | 5:00 PM      |
| 1 <sup>st</sup> Round Written Questions Due                     | July 13, 2009                  | 5:00 PM      |
| 1 <sup>st</sup> Round Answers to Questions Issued               | July 31, 2009                  | N/A          |
| 2 <sup>nd</sup> Round Written Questions Due                     | August 7, 2009                 | 5:00 PM      |
| 2 <sup>nd</sup> Round Answers to Questions Issued               | August 21, 2009                | N/A          |
| OCOI Certification & Plan (see Appendix 20)                     | August 21, 2009                | 5:00 PM      |
| Proposals Due   | September 15, 2009             | 5:00 PM      |
| Vendor Short-list Issued (at WSDOT's discretion)                | September 28, 2009             | N/A          |
| Interviews  | October 12-16, 2009            | N/A          |
| Notification of Apparently Successful Vendor Issued             | On or before November 6, 2009  | N/A          |
| Execute Contract  | On or before December 11, 2009 | N/A          |

\*Times are Pacific time.

- b) **RFP Section 2.30 – Organizational Conflict of Interest** – Amend Section 2.30, 3<sup>rd</sup> paragraph of the RFP as follows:

The Vendor has sole responsibility to avoid or neutralize Organizational Conflicts of Interest (OCOI) on the TCS procurement and implementation and shall complete the following process:

- c) **RFP Section 3.8 – Contract Award** – Replace in its entirety Section 3.8, 2<sup>nd</sup> paragraph of the RFP as follows:

WSDOT will notify the selected Vendor of its Acceptance of Vendor's proposal and of WSDOT's intent to enter into a Contract in substantially the same form as the Contract in Appendix 19. If WSDOT is not able to reach agreement on the terms of the Contract with the selected Vendor within two weeks of notification, WSDOT will end discussions with Vendor and initiate Contract discussions with the Vendor ranked second in the proposal evaluation process. If discussions with the second Vendor fail, WSDOT reserves the right to either a) initiate Contract discussions with the Vendor ranked third in the proposal evaluation process, or b) to cease all discussions and reject all proposals.

- d) **RFP Section 4 – Proposal Submittal Requirements** – Replace in its entirety the Table immediately following the 1<sup>st</sup> paragraph of the RFP as follows:

| <b>PROPOSAL SECTIONS 1-3</b>  | <b>Page Limit</b> |
|---|-------------------|
| <b>Section 1 - Qualifications</b>   | <b>NA</b>         |
| Section 1a – Letter of Submittal  | 3                 |
| Section 1b – Table of Contents  | None              |
| Section 1c – Executive Summary  | 5                 |
| Section 1d – Financial and Business Information   | None              |
| Section 1e – Vendor Qualifications  | 15                |
| Section 1f – State Certifications and Assurances (Appendix 6)   | None              |
| Section 1g – Certification Regarding Debarment and Suspension (Appendix 7)  | None              |
| Section 1h – Exceptions to the Contract Form (Appendix 8)   | None              |
| Section 1i – Vendor and Subcontractor(s) Business References (Appendix 9)   | None              |
| Section 1j – Organizational Conflicts of Interest Certification, Disclosure and Avoidance/Neutralization Plan (Appendix 20) | None              |
| <b>Section 2 – Technical Proposal</b>   | <b>NA</b>         |
| Section 2a – Project Delivery Approach  | 10                |
| Section 2b – Technical Approach   | Na                |
| Section 2b(i) – Physical Design   | 25                |
| Section 2b(ii) – Conceptual System Architecture   | 15                |
| Section 2b(iii) – Compliance Matrix (Appendix 10)   | None              |

|  |           |
|--|-----------|
| <b>Section 3 – Price Proposal (Under Separate Cover)</b> | <b>NA</b> |
| Section 3a – Price Proposal Table (Appendix 11)          | None      |
| Section 3b – Price Certification (Appendix 12)           | None      |

e) **RFP Section 5.3 – Contract Terms and Conditions** – Replace in its entirety Section 5.3.c of the RFP as follows:

- a. In the event Vendor desires to take exception to a Contract term(s), Vendor shall identify all exceptions, modifications, and/or additions in Appendix 8 to the Proposal. Each item listed in the Appendix 8, if any shall be clearly marked “Mandatory” or “Proposed” as set forth below in this section. In Vendor shall identify each proposed exception, modification, and/or addition in the following format:
  - i. State the page number of this RFP.
  - ii. State the Contract paragraph in full.
  - iii. State the proposed revised paragraph verbiage in full.
  - iv. State for each submitted exception, modification and/or addition one of the following two categories:
    1. Mandatory: A Vendor submitting a mandatory exception, modification, and/or addition, is declaring that the change is a requirement within its Proposal. If the change is not acceptable to WSDOT, then the Vendor does not want its Proposal to be considered or evaluated by WSDOT.
    2. Proposed: A Vendor submitting a proposed exception, modification, and/or addition, is asking that WSDOT consider it, and if acceptable to WSDOT, include the proposed wording in any resulting Contract.

**The Vendor must state in its Proposal one of the two following statements in its Proposal:**

“<Vendor Name> accepts the terms of **XXXX** Contract.”

or

“<Vendor Name> accepts the terms of the **XXXX** Contract, EXCEPT FOR those areas identified in Appendix 8 to this RFP Proposal.”

f) **Appendix 2 – Project Description** – Replace in its entirety Section 3 Concept of Operations, last paragraph as follows:

Operation of the TCS will be fully automated and not require regular intervention or

monitoring by WSDOT. Warranty and maintenance of the TCS (described in Appendix 5) to achieve the **Performance Measures** (described in Exhibit A) will be provided by the Vendor for the first year. After the first year, WSDOT may decide, at any time during the term of the **Contract**, to take over first-response maintenance responsibilities from the Vendor. In this case (i.e., **Shared Maintenance**), the Vendor would still provide the other maintenance functions described in Appendix 5.

- g) **Appendix 2 – Project Description** – Replace in its entirety *Table 2 – Toll Collection System Payment Milestones* in Section 9 of the RFP with the following:

**Table 2 –Toll Collection System Payment Milestones**

| <b>Milestone</b>        | <b>Qualifying Event</b>   | <b>Guaranteed Date</b>   | <b>Payment Amount</b>  |
|-------------------------|---|--|--|
| Project Initiation      | WSDOT approval of the following: <ul style="list-style-type: none"> <li>▪ Project Management Plan</li> <li>▪ Quality Management Plan</li> <li>▪ Software Development Plan</li> <li>▪ Project Schedule</li> <li>▪ Executed Contract Bond</li> <li>▪ Insurance Certificates</li> </ul>  | To be completed by Vendor (shall be no later than thirty (30) Calendar Days after Notice to Proceed) | No greater than 10 percent (10%) of the total installation price identified in selected Vendor's Price Proposal* |
| Design Approval         | WSDOT approval of the following: <ul style="list-style-type: none"> <li>▪ Preliminary Design Document</li> <li>▪ System Design Document (SDD)</li> <li>▪ Master Test Plan</li> <li>▪ RTCS Infrastructure Requirements Document</li> </ul>   | To be completed by Vendor  | A single amount to be completed by Vendor*   |
| Factory Acceptance Test | WSDOT approval of the following: <ul style="list-style-type: none"> <li>▪ Test Procedures</li> <li>▪ Factory Acceptance Test Report</li> </ul>  | To be completed by Vendor  | A single amount to be completed by Vendor*   |
| Installation Readiness  | WSDOT approval of the following: <ul style="list-style-type: none"> <li>▪ Installation Plan</li> <li>▪ Installation Drawings</li> <li>▪ Shop Drawings</li> <li>▪ Traffic Management Plan (TMP)</li> <li>▪ Traffic Incident Management Plan (TIMP)</li> <li>▪ MOT Plans</li> <li>▪ Environmental Compliance Plan</li> <li>▪ SPCC Plan</li> <li>▪ Any Applicable Permits</li> <li>▪ Noise Variance</li> </ul> | To be completed by Vendor  | A single amount to be completed by Vendor**  |
| Operational Readiness   | WSDOT approval of the following: <ul style="list-style-type: none"> <li>▪ Commissioning Test Report</li> <li>▪ Interface Control Test Report</li> </ul>   | To be completed by Vendor  | A single amount to be completed by Vendor**  |
| Tolling Commencement    | WSDOT approval of the following: <ul style="list-style-type: none"> <li>▪ Operational Test Completion Letter</li> </ul>   | To be completed by Vendor (shall be no later than November 7, 2010)                                  | A single amount to be completed by Vendor**  |
| System Acceptance       | WSDOT approval of the following: <ul style="list-style-type: none"> <li>▪ Operational Test Report</li> </ul>  | To be completed by Vendor (shall be no later than thirty   | No less than 20 percent (20%) of the total   |

**Table 2 –Toll Collection System Payment Milestones**

| Milestone | Qualifying Event   | Guaranteed Date   | Payment Amount  |
|-----------|--|---|---|
|           | <ul style="list-style-type: none"> <li>As-built Installation Drawing</li> <li>As-Built SDD</li> <li>Maintenance Plan</li> <li>Documentation described in RFP Appendix 3, Section 2.3</li> <li>Certification from Washington State Department of Revenue that all taxes have been paid</li> </ul> | (30) Calendar Days following commencement of tolling on SR 520) | installation price identified in selected Vendor's Price Proposal |

\* The sum of Project Initiation, Design Approval, and Factory Acceptance Test Milestones shall be no more than 40 percent (40%) of the total installation price identified in selected Vendor's Price Proposal.

\*\* The sum of Installation Readiness, Operational Readiness, and Tolling Commencement Milestones shall be no more than 40 percent (40%) of the total installation price identified in selected Vendor's Price Proposal.

**h) Appendix 3 – Project Delivery** – Replace in its entirety Section 3.3.2.5. System Engineering Process Documentation, 1<sup>st</sup> paragraph as follows:

The Vendor shall ensure that the design and implementation of the Project conforms to the Systems Engineering Process, as described in WSDOT *Design Manual Supplement, Engineering for Intelligent Transportation Systems* dated December 30, 2005.

The WSDOT *Design Manual Supplement, Engineering for Intelligent Transportation Systems* dated December 30, 2005 document referenced above is available at <http://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm#Individualchapters>.

**i) Appendix 3 – Project Delivery** – Replace in its entirety Section 5.1.2 Commission Testing, 2<sup>nd</sup> paragraph as follows:

All functional requirements are to be verified as being satisfied by the Vendor's Toll Zone System. The Test Plan shall provide a matrix listing each requirement and how that requirement is to be tested or demonstrated, by inspection, analysis, or test. For those requirements that are to be verified through testing, the matrix shall outline the particulars such as the conditions of the test and the number of test runs planned in addition to the method of verification. Conditions of the test shall include items such as lighting, type of vehicle, and the speed and movement of the vehicles through the Toll Zone (left to right, straddling lanes, vehicle speed, and mix of vehicles with and without tags). The primary TCS Commissioning Testing shall include correlation testing of platoons of closely spaced vehicles, some with and some without tags, to verify that the System correctly identifies and captures images of the vehicles without Transponders. This identification shall be accomplished without recourse to the use of license plate numbers of the test vehicles.

**j) Appendix 4 – Functional Requirements** – Replace in its entirety Requirement SR520-4.32 as follows:

For each Transponder that passes through the Toll Zone, at a minimum the AVI reader shall transmit the Transponder read date and time, unique identification number, regional code, issuing agency, and status to the Lane Controller.

- k) **Appendix 4 – Functional Requirements** – Replace in its entirety Requirement SR520-4.34 as follows:

The AVI system shall prevent an AVI reader in a lane from assigning to that lane the Transponder of a vehicle traveling in an adjacent lane.

- l) **Appendix 4 – Functional Requirements** – Replace in its entirety Requirement SR520-4.216 as follows:

The Vendor shall install the WSDOT provided switch to connect from the WSDOT SONET ring to a Cisco ASA 5520 firewall in order to protect the SR 520 network from the Internet. The media used for the Internet connection shall be a T-1 circuit. See Figure 3 in Appendix 2 for more detail.

- m) **Appendix 4 – Functional Requirements** – Replace in its entirety Requirement SR520-4.254 as follows:

The Vendor shall deliver the following pre-configured Products to WSDOT for installation at the TMC:

- a. Cisco Catalyst 2960 Series Switch
- b. Cisco ASA 5520 Firewall
- c. Rack-mounted Keyboard, Video, and Mouse (local user)
- d. FMAS

- n) **Appendix 5 – Warranty and Maintenance** – Replace in its entirety Section 4.1.3, SR520-5.90 as follows:

The Vendor shall provide one refresher retraining, if requested by WSDOT, within thirty (30) Calendar Days of the Shared Maintenance Transition Milestone, including a minimum of two (2) hours of classroom training for up to twelve (12) persons of System Administration and Office Engineering Personnel and a minimum of four (4) hours of classroom training for up to twelve (12) persons of Toll Program Oversight and Field Maintenance Personnel in a WSDOT-provided facility.

- o) **Appendix 11 – Price Proposal Tables** – Replace in its entirety Appendix 11 of ACQ-2009-0530 with the attached Appendix 11.

- p) **Appendix 19 – Contract** – Replace Section 5.4.3. Payment and Milestone Schedule in its entirety as follows:

| Milestone          | Qualifying Event   | Guaranteed Date | Payment Amount |
|--------------------|--|-----------------|----------------|
| Project Initiation | WSDOT approval of the following: <ul style="list-style-type: none"><li>▪ Project Management Plan</li><li>▪ Quality Management Plan</li><li>▪ Software Development Plan</li></ul> |                 |                |

| Milestone                                  | Qualifying Event  | Guaranteed Date | Payment Amount |
|--|---|-----------------|----------------|
|  | <ul style="list-style-type: none"> <li>Project Schedule</li> <li>Executed Contract Bond</li> <li>Insurance Certificates</li> </ul>  |                 |                |
| Design Approval                            | WSDOT approval of the following: <ul style="list-style-type: none"> <li>Preliminary Design Document</li> <li>System Design Document</li> <li>Master Test Plan</li> <li>RTCS Infrastructure Requirements Document</li> </ul>   |                 |                |
| Factory Acceptance Test                    | WSDOT approval of the following: <ul style="list-style-type: none"> <li>Test Procedures</li> <li>Factory Acceptance Test Report</li> </ul>  |                 |                |
| Installation Readiness                     | WSDOT approval of the following: <ul style="list-style-type: none"> <li>Installation Plan</li> <li>Installation Drawings</li> <li>Shop Drawings</li> <li>Traffic Management Plan (TMP)</li> <li>Traffic Incident Management Plan (TIMP)</li> <li>MOT Plans</li> <li>Environmental Compliance Plan</li> <li>SPCC Plan</li> <li>Any Applicable Permits</li> <li>Noise Variance</li> </ul> |                 |                |
| Operational Readiness                      | WSDOT approval of the following: <ul style="list-style-type: none"> <li>Commissioning Test Report</li> <li>Interface Control Test Report</li> </ul>   |                 |                |
| Tolling Commencement                       | WSDOT approval of the following: <ul style="list-style-type: none"> <li>Operational Test Completion Letter</li> </ul>   |                 |                |
| System Acceptance                          | WSDOT approval of the following: <ul style="list-style-type: none"> <li>Operational Test Report</li> <li>As-built Installation Drawing</li> <li>As-Built SDD</li> <li>Maintenance Plan</li> <li>Documentation described in RFP Appendix 3, Section 2.3</li> <li>Certification from Washington State Department of Revenue that all taxes have been paid</li> </ul>                      |                 |                |
| <b>TOTAL COMPENSATION (LUMP SUM PRICE)</b> |   | <b>\$</b>       |                |

q) **Exhibit A – Performance Measures and Liquidated Damages** – Replace in its entirety ID2, Additional Notes as follows:

WSDOT will gather TMC data and provide it to the Vendor to include within the MR; DVAS data shall only be used when quantity variance of the loop data versus the FMAS is greater than 5%. If that occurs, WSDOT will select one or more periods of actual traffic and the Vendor and/or WSDOT will conduct ad-hoc analysis to estimate actual performance. Conducted with Live Traffic.

- r) **Appendix 21 – Utility Walkways, Floor Beams and Floor Slab As-Builts** – Add attached Appendix 21 of ACQ-2009-0530-RFP.



## **II. This RFP is amended to include the following Questions and Answers:**

- Q1.** Appendix-19 (Section 6.7.2 "Payment Schedule -- Maintenance")  
The Maintenance Payment Schedules shown in Appendix-11 (Segment of Work #2) and Appendix-19 (Section 6.7.2) differ for Year-1. App-11 asks for Year-1 to be priced and App-19 says that Year-1 is covered by Warranty (but a "Warranty" item is not included/provided in the "Segment of Work #1" Payment Schedule). Please clarify which payment schedule is to be used for the Warranty and Maintenance pricing?
- A1.** Appendix 11 is correct. Appendix 19 will be revised in a future amendment.
- Q2.** Appendix-11 (Pricing Tables)  
Will the Authority please provide the pricing tables in Excel format?
- A2.** The pricing tables will be provided in Word format by a future amendment, but without the instructions for ease of submittal.
- Q3.** Appendix-5 (Section 3.13)  
The Pricing tables do not include an item/place for the bidders to enter the "Shared Maintenance Transition payment". Will this be negotiated at a later date?
- A3.** See Section I - Revisions to Contract in this Amendment 8, letter o.
- Q4.** Appendix-19 (Section 7.2 "Taxes")  
It is our understanding per Section 7.2 that the bidders should not include Sales and Use Taxes in their pricing. Is this assumption correct and will WSDOT provide the selected contractor with a Sales Tax Exemption Certificate?
- A4.** Per section 4.8 of the RFP, any pricing offered by the Vendor shall be inclusive of sales tax, business and occupation tax, and any other taxes or fees for doing business in the State of Washington that may apply.
- Q5.** Appendix-11 (Pricing Tables)  
Should the bidders include the costs for an initial set of spare equipment in their cost/pricing?
- A5.** Yes.
- Q6.** Appendix-19 (Section 6.7.2 "Payment Schedule -- Maintenance")  
Question: Should the cost for Spares replenishment (spare parts replacement) to be included in the annual Warranty/Maintenance pricing?
- A6.** Yes.
- Q7.** Appendix-11 (Pricing Tables - Future SR 520 Toll Collection System)  
Reference Pricing for: "Stage 1: Total Supply and Installation Price for two (2) lanes in each direction on a new SR 520 bridge". Question, should the bidders assume that New Roadside Equipment will also be required?

**A7.** Yes.

**Q8.** Appendix-11 (Pricing Tables - Future SR 520 Toll Collection System)  
Since this is a new bridge (new construction) can bidders assume that MOT services will Not be need/required during the lane equipment installation phase (MOT will also not required for the additional lane under Stage-2)?

**A8.** No.

**Q9.** Appendix-11 (Pricing Tables - Future SR 520 Toll Collection System)  
Reference paragraph three, 1st sentence "The Total Supply and Installation Prices for which a Notice to Proceed has not yet been issued and the prices to be used for establishing the Total Supply and Installation Price for any future Project shall be adjusted annually commencing on the second anniversary of the Contract Effective Date (and continuing until such time as a Notice to Proceed has been issued) to account for increases or decreases in the costs of labor and materials from the costs as of the Base Month." Question, is the "Contract Effective Date" the date that NTP is received on the Base Contract (on or before Nov 1, 2009)?

**A9.** "Effective Date" shall mean the date the Contract is in full force and effect, which is the date written on the cover page of this Contract. The Notice to Proceed will be issued after a contract is executed and in force.

**Q10.** Appendix-11 (Pricing Tables - Future SR 520 Toll Collection System)  
Should the bidders also include costs for: 1) Design, User, Maintenance and Project Documentation 2) Factory Acceptance Testing 3) Insurance, Bonding and Taxes 4) Engineering and Design 5) Project Management & Civil Work Coordination 6) Spare materials/equipment 7) 1st-year HW/SW support?

**A10.** Yes.

**Q11.** Appendix-19 (Section 6.7.2 "Payment Schedule -- Maintenance")  
Question: Is an "irrevocable stand-by letter of credit" required for each year of the Warranty/Maintenance Phase? And if so, is it required to be in the amount of \$100,000.00?

**A11.** Yes and yes.

**Q12.** Appendix-19 (Section 6.7.2 "Payment Schedule -- Maintenance")  
Question: Is a Performance Bond required for each year of the Warranty/Maintenance Phase? And if so, is it required to be 80% of the annual Maintenance Price?

**A12.** Yes and yes.

**Q13.** Section 5.1 RFP  
Financial Statements from the last 3 years are required in both Section 5.1.a Financial Statement and 5.1.b.ii Financial Statement. In the case that Section 5.1.b

applies to the Vendor, please confirm that the financial statements are only required to appear once in the proposal.

**A13.** Financial statements are required only once. The reference of financial statements under the second bullet pertains to vendors who are not publically traded and includes additional requirements that may not be readily verified with public information. The standard is the same: A single set of audited statements for the three (3) most current years for the entire submission of a proposal.

**Q14.** Will space (Facilities) be made available by the Auth at the Traffic Management Center or another location (at no cost to bidders) for: 1) Storing installation equipment 2) Test area 3) Spare parts storage 4) General workspace?

**A14.** Space will not be made available at the TMC for the Vendor to stage, store, test or conduct general work.

**Q15.** Will WSDOT please provide details about the enclosure that will be included with the Encompass 6 reader?

**A15.** The enclosure will be a NEMA 4x enclosure provided by the manufacturer of the Encompass 6 reader.

**Q16.** Will WSDOT please provide as-built drawings for the bridge structure and the road bed?

**A16.** SR520 Transition span as-builts are included in Appendix 15. Please see the answer to question #74 for information about the roadway deck. See Section I - Revisions to Contract in this Amendment 8, letter r.

**Q17.** Will WSDOT please provide an updated compliance matrix including all amendment changes in excel or word format?

**A17.** Yes, this will be provided in a future amendment on or about August 13, 2009.

**Q18.** Section 5 – Financial and Business Information, Section 5.1 – Financial Information  
Will WSDOT accept IFRS financial statements?

**A18.** WSDOT will accept audited statements from non-U.S. entities prepared in accordance with International Financial Reporting Standards (IFRS) of the International Accounting Standards Board (IASB).

**Q19.** Section 5 – Financial and Business Information, Section 5.1 – Financial Information

If a company has only been in business for 1 year, will WSDOT accept only 1 year of audited, GAAP financials?

- A19.** Companies that have been in business less than three years may submit audited statements for completed years. Vendors will, however be gauged against the standard set forth in the RFP.
- Q20.** When using RFID, vehicle type can be stored in RFID tag, but is there any reason for using vehicle classification separately?
- A20.** Yes. If there is a vehicle class mismatch between the RFID tag and the in-lane classification, the in-lane classification will supersede that of the tag.
- Q21.** When using RFID, vehicle type can be stored in RFID tag, but is there any reason for using vehicle classification separately?
- A21.** Yes. If there is a vehicle class mismatch between the RFID tag and the in-lane classification, the in-lane classification will supersede that of the tag.
- Q22.** What are exact technical specifications for the bird exclusion devices to discourage nesting in page A4-3 of ETCSRFPAppendix4? Is there any regulation related to this kind of product?
- A22.** There are no exact technical specifications of bird exclusion devices. The Vendor shall use a commercially available solution that does not interfere with the toll system or the traveling public to prevent birds from nesting on the truss.
- Q23.** What are the vehicle classification standards for 10 vehicle types?
- A23.** The vehicle classifications are not defined at this time. This will be the responsibility of the Transportation Commission. WSDOT is asking for the ability to use 10 classes for future expansion of the system. The exact number of classes that will be used is unknown.
- Q24.** What is the automatic ticket escalation functionality?
- A24.** This is when the MOMS automatically escalate issues based on any combination of configurable variables. This may include escalation of an issue's priority as the issue's age nears a designated time interval. In this case, the software will notify the support manager and assigned technician that the issue is still unresolved and that it is being escalated.
- Q25.** How long is the Warranty & Maintenance duration?
- A25.** The Warranty and Maintenance period will last no less than one (1) year and no more than ten (10) years from System Acceptance.
- Q26.** If we can not meet the specification that is requested in the RFP, can we go on for a further step?

- A26.** No. A Vendor that does not propose a solution that at least meets the requirements will not be considered. However, a Vendor can propose a solution that exceeds the requirements. Refer to Section 2.10 of the RFP for more information.
- Q27.** Is there are any plan to validate the specification that requested in the RFP. If yes, when will it be done?
- A27.** The testing is thoroughly outlined in the RFP. Refer to Section 5 of Appendix 3 for more information.
- Q28.** Can we get further information about ISB security policies and standards in ETCSRFPAppendix4?
- A28.** These policies and standards are on the website at <http://isb.wa.gov/policies/security.aspx>
- Q29.** RFP page 21, paragraph 4.6.d, vendor qualifications.
- Are there a required number of project references?
  - Should the template in Appendix 9 be used to answer this requirement?
  - Should these project references be the same as per Appendix 9?
- A29.**
- No, there is not a specific number of project references required. Section 4.6.d of the RFP requires that the Vendor provide all relevant project examples in the last five (5) years illustrating the Vendor's prior experience with the technologies, Software, Hardware, and Services requested in this RFP.
  - No, this requirement is in addition to Appendix 9.
  - The relevant project examples required in Section 4.6.d of the RFP and the references required in Appendix 9 need not be the same.
- Q30.** A2 – Project Description, page A2-2, paragraph 3, Concept of Operations.
- The TSC RFP indicates the use of variable pricing methods dependent on the time of day. The companion CSC RFP defines variable pricing as dynamic pricing. Is it the intent of WSDOT to implement dynamic pricing on the 520 bridge and should the integrator provide any required provisions in the TCS system?
  - The statement "possibly the occupancy of the vehicle" infers the potential use of occupancy detection. Is this the intent?
  - How does WDOT intend to determine occupancy?
- A30.**
- At this time Vendors should assume variable pricing but not dynamic pricing.
  - WSDOT may at some point in the future implement a requirement for occupancy detection, but it is not a requirement as part of this procurement.
  - If WSDOT makes a decision to implement occupancy detection WSDOT and the Vendor will determine a method based on available technology.

**Q31.** A3 – Project Delivery, page A3-19, paragraph 3.3.2.5 System Engineering Process Documentation. Version date of the referenced document is missing. Also, web URL or purchasing instructions are not provided.

**A31.** WSDOT *Design Manual Supplement, Engineering for Intelligent Transportation Systems* dated December 30, 2005 is available at <http://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm#Individualchapters>.

**Q32.** A3 – Project Delivery, page A3-29, paragraph 4.2.5.1 and 4.2.5.2 Allowable Closures. The tables indicate the need to perform all tasks related to this project at night. Given this, will WSDOT consider any accelerated, cost savings, or innovated schedule that includes day time hours as non-compliant?

**A32.** The table in appendix 3 represents the only full directional and lane closures that will be allowed during the installation of the tolling system.

**Q33.** A3 – Project Delivery, page A3-23, paragraph 4.2, Maintenance of Traffic. Will WSDOT provide MOT for installation and testing?

**A33.** The Vendor is responsible for all maintenance of traffic per Section 4.2.6 of Appendix 3.

**Q34.** A4 – Functional Requirements, page A4-5, paragraph 3.2.4 Vehicle Classification. SR520-4.23 Requirement for both shape-based and axle-based classification seems to conflict with the understanding conveyed at pre-bid conference regarding the need for a non-intrusive classification system. Please indicate whether the contractor will be allowed to cut into the pavement or cause any other disturbance of the roadway surface within the bridge toll zone.

**A34.** Cutting into the roadway surface is permitted, provided there are no impacts to embedded structural components. A plan is in progress to collect core sample details on existing roadway deck surface depths and embeds. These details will be provided as soon as possible. Per Appendix 3, Section 3.4.3, installation drawings of equipment will require approval by WSDOT.

**Q35.** A4 – Functional Requirements, page A4-6, paragraph 3.2.6.1 License Plate Image Capture. SR520-4.40 states that system shall comply with RCW 46.63.160 7 (a), which limits photo enforces images to the vehicle and vehicle license plate only. Please provide a complete document reference and detailed instructions for downloading.

**A35.** Information can be found at <http://apps.leg.wa.gov/rcw/default.aspx?cite=46.63.160>

**Q36.** A4 – Functional Requirements, page A4-7, paragraph 3.2.6.2 Optical Character Recognition. SR520-4.43 states that the OCR engine shall return a correct result for 90% of the human readable license plate images captured by the system. Typical OCR requirements indicate the accuracy required based on the number of

states (jurisdictions) and plate types that are required to be OCR'ed. Can WSDOT provide the number of states and plate types that the OCR engine will need to accommodate and meet the stated accuracy?

**A36.** It is up to the Vendor to determine how many and which states need to be OCR'ed to meet the requirement.

**Q37.** A4 – Functional Requirements, page A4-8, paragraph 3.2.7 Cabinets and Enclosures. SR520-4.51.

- a. Will the WSDOT provided cabinets include the necessary environmental controls and monitoring needed?
- b. In most Model 334 configuration used in traffic management systems the cabinet is not rated at NEMA 4X. Can WSDOT provide the exact configuration i.e., doors, HVAC to be provided?

**A37.** The 334 Cabinets provided by WSDOT will not include HVAC, however, the cabinets will have two doors, will be rated at NEMA 4X and will be compliant with WSDOT's Standard Specifications. The design workshops will influence the final specifications.

**Q38.** A4 – Functional Requirements, page A4-12, paragraph 3.3.4., Maintenance Online Management System. SR-520-4.86. Please confirm that the use of the Vendor-Provided MOMS will cease at the end of the vendor-provided warranty and maintenance period or sooner.

**A38.** MOMS will continue throughout the life of the contract.

**Q40.** Appendix 19, Contract, Article VIII. Contract Bond. Would WSDOT allow replacement of surety bond requirements with a Corporate Parent Guarantee?

**A40.** A bond is required by law.

**Q41.** Per Appendix 19 - Contract, Section 5.5 Liquidated Damages - There are uncapped liquidated damages tied to performance measures. Would WSDOT consider capping the LDs at 10%?

**A41.** Capping of LDs will not be considered.

**Q42.** Would you consider the use of the 76<sup>th</sup> Ave overpass bridge as an alternate location for the SR-520 tolling point? This location would allow the successful install an Idris loop system, overhead laser separator and Sirit or TransCore antennas. It would also be a good location to access power and communications from the old toll plaza building.

**A42.** The 76th Ave overpass was evaluated as a possible tolling point location during the development of the RFP. This location was ruled out because of conflicts with other WSDOT construction projects.

- Q43.** 5.1 Financial Statements... "The statements must represent the entity submitting the Proposal that will be responsible for the performance of all Services, not a subsidiary or parent of the Vendor"

We are a USA affiliate of an experienced company headquartered in Europe with offices and projects in 15 countries. The USA office opened doors just a few years ago in order to serve the American market locally. Due to this we are not able to provide the documentation for 3 years completed fiscal years. Is there a recourse to allow the affiliate company to be considered for qualification provided that we present all documentation needed to support verification that resources, whether staff and/or financial are responsibility of the headquarters office?

In addition to financial statements of both companies and mandatory requirements, the documentation to support verification of resources and experience could be a letter of unconditional support and responsibility from the parent company. Please explain if any of these or other documentation will suffice?

**A43.** See response to question 19. The proposer may submit additional information to demonstrate the minimum financial qualifications under Section 5.1. If the pass/fail criteria are not met, the proposer may request WSDOT waive a minor infraction as noted under Section 3.2 of the RFP. At its sole discretion, WSDOT may waive a minor infraction of a pass/fail condition.

- Q44.** As a Foreign Company, At the present time we are not registered with an existing EIN, is it possible to present the EIN until the proposal has been qualified and at the time of signing a contract in case that the project is awarded?

**A44.** Vendor must state that they are in the process of applying for a Federal Employer Tax Identification number and Washington Uniform Business Identification number.

- Q45.** Section 4.1 of the RFP states that the Submittal Letter, ... shall be signed and dated by a person authorized to legally bind the Vendor to a contractual relationship, e.g., the President or Executive Director if a corporation, the managing partner if a partnership, or the proprietor if a sole proprietorship. Can WSDOT please clarify if signatures in accordance with the Proposer's Delegation of Authority policy will be considered compliant with this requirement?

**A45.** If the signature has delegated authority to bind the Vendor then this would be considered compliant.

- Q46.** Section 5.3 of the RFP states "<Vendor Name> accepts the terms of the XXXX Contract, EXCEPT FOR those areas identified in Appendix 19 to this RFP Proposal". Can WSDOT please confirm that the reference to Appendix 19 should, in fact, be to Appendix 8, Exceptions to the Contract?



**A46.** See Section I - Revisions to Contract in this Amendment 8, letter e.

**Q47.** In reference to Appendix 5 (Amendment 5), Section 3.10.1 Chargeable Failures, can WSDOT please quantify the dollar impact of these chargeable failures upon the vendor?

**A47.** An example of how chargeable failures are calculated will be included in a future amendment.

**Q48.** In reference to Appendix 8 – Exceptions to the Contract, states the following:

(4) State for each submittal one of the following two categories:

- **Mandatory:** A Vendor submitting a mandatory exception, modification, and/or addition, is declaring that the change is a requirement within its Proposal. If the change is not acceptable to WSDOT, then the Vendor does not want its Proposal to be considered or evaluated by WSDOT; or
- **Proposed:** A Vendor submitting a proposed exception, modification, and/or addition, is asking that WSDOT consider it, and if acceptable to WSDOT, include the proposed wording in any resulting Contract.

In cases, where an item is labeled **Mandatory**, Vendor indicates that the language in the Contract represents a term or condition that Vendor cannot accept exactly as written. Vendor offers in good faith for each a direct alternative, or reference to an alternative, from which negotiation of the point may start.

It appears to the Vendor that the two statements highlighted are contradictory. The first indicates that no negotiations will transpire for **Mandatory** items and the second states that **Mandatory** items may be negotiated. In addition, please clarify if items listed as **Proposed** would be subject to negotiation or not.

**A48.** Per Section 3.8 of the RFP, WSDOT reserves the right to enter into a discussion with the Apparently Successful Vendor regarding any mandatory or proposed exceptions in order to reach agreement on the terms of the Contract. This discussion will occur during the period of time between Best Value Determination and Contract Award.

**Q49.** In reference to Appendix 19, Section 9.15 Public Work, can WSDOT confirm whether it would suffice for a subcontractor of the Vendor to be properly registered pursuant to RCW 39.04 or must the Vendor be registered as well?

**A49.** Yes, the Vendor must be registered as well.

**Q50.** Appendix 19, Section 13.4 Software Code Escrow references Exhibit D (Escrow Agreement). Can WSDOT confirm that the Form of the Escrow Agreement Exhibit D in a subsequent Amendment or shall the Vendor propose the Escrow Agreement and include with its submission?

**A50.** The vendor should propose the Escrow Agreement with its submission.

**Q51.** In reference to Appendix 19, Section 15.2.2, can WSDOT please confirm that the following will be acceptable and approved by WSDOT for purposes of this section:

Vendor represents that it has the following deductibles/self-insured retentions:

- \$200,000 for General Liability and Crime Coverage
- \$100,000 for Automobile
- \$250,000 for Professional Liability and Workers' Compensation

Vendor further represents that it has adequate financial resources to cover these deductibles.

Alternatively, if the above is NOT acceptable in its entirety, please consider Vendor providing Crime Coverage with a \$200,000 deductible in addition to project-specific policies for General Liability and Professional (E&O) Liability with a \$25,000 deductible and an Auto Liability Policy with a \$0 deductible.

**A51.** Proposals should be submitted in accordance with Appendix 19, Section 15.2.3. Any increase in deductible above \$0 needs to be off-set by an irrevocable stand-by letter of credit or other financial assurance acceptable to WSDOT.

**Q52.** In reference to Appendix 19, Section 15.2.3, can WSDOT please delete the word "named" in this sentence?

**A52.** Refer to Section 5.3.b and 5.3.c in the RFP main body.

**Q53.** In reference to Appendix 19, Section 15.2.7, can WSDOT please delete "naming WSDOT as an additional insured" as this is not possible for Professional Liability Errors and Omissions policies? See also 15.2.3, which correctly does not require WSDOT as an additional insured for PL coverage.

**A53.** Vendor must meet all requirements, even if it is not explicitly listed in Appendix 19, Section 15.2.3.

**Q54.** In reference to Appendix 19, Section 15.2.7, can WSDOT please reduce the extended coverage from six (6) years to three (3) years?

**A54.** No.

**Q55.** In reference to the RFP, Section 5.2.b.i (Additional Insured), can WSDOT please confirm that Section 15.2.3 of Appendix 19 correctly lists the policies whereby additional insureds can be listed? Will Vendor be considered in compliance if 15.2.3 is followed in lieu of 5.2.b.i?

**A55.** Vendor must meet all requirements, even if it is not explicitly listed in Appendix 19, Section 15.2.3.

**Q56.** In reference to the RFP, Section 5.2.b.ii (Material Changes), can WSDOT please amend this section to reflect a thirty (30) day notice of cancellation per the explanation provided below?

Notwithstanding the requirements herein, the Acord certificate, which will be provided as proof of insurance for the Vendor, provides for a 30 day notice of cancellation. Please note that our insurance broker is unable to alter or amend the Acord certificate of insurance as required by WSDOT herein. Changing the terms of a policy through a certificate of insurance is unlawful in the State of Georgia, which is where our broker is based. In fact, other insurance commissioners impose similar restrictions because a certificate of insurance is not a binding contract between certificate holder and insurer.

Vendor's Carrier will make the required notification in the event of cancellation or non-renewal; however, due to the complex nature of the policies, carrier cannot agree to provide notification of material change in coverage. It is Vendor's belief however, that due to the coverage limits currently provided under Vendor's policies, even a material change would not cause non-compliance with the limits required in the RFP. We believe that it is also important to note that state law restricts the ability of carriers to eliminate or reduce coverage mid-term. Where it is allowed, carriers must provide the insured with notice.

**A56.** No.

**Q57.** In reference to Appendix 19, Section 15.1, can WSDOT please make the following changes shown below?

**15.1 Indemnification**

15.1.1 To the extent allowed by law, each party, its successors and assigns (**Indemnitor**), will protect, save, hold harmless, and defend the other party, its authorized agents, and employees (**Indemnitee**), from all claims, actions, costs, damages, or expenses of any nature whatsoever by reason of the acts or omissions of the Indemnitor,..."

**A57.** Refer to Section 5.3.b and 5.3.c in the RFP main body.

**Q58.** In reference to Appendix 19, Section 15.2.1 Insurance, can WSDOT please make the following change shown below?

**15.2.1 Insurance**

"...Vendor shall provide written notice of such to WSDOT within **five (5)** ~~one (1)~~ Business Day of Vendor's receipt of such notice..."

**A58.** Refer to Section 5.3.b and 5.3.c in the RFP main body.

**Q59.** In reference to Appendix 4, requirement SR520-4.32, can WSDOT please remove the field labeled “State” as there is no specific state in the SeGo fields, only issuing agency plus a “regional” code?

**A59.** See Section I - Revisions to Contract in this Amendment 8, letter j.

**Q60.** Appendix 4, requirement SR520-4.34 states “...shall prevent an AVI reader in a lane from reading the transponder of vehicles traveling in the adjacent lanes”. Can WSDOT please reword or modify this requirement to be in accordance with the functional features provided in the typical reader and antennas whereby antennas have overlap by design and thus inherently read tags in more than one lane? For instance, “The AVI system shall provide a means within the lane system of reader and lane controller to correctly assign the tag to the lane.”

**A60.** See Section I - Revisions to Contract in this Amendment 8, letter k.

**Q61.** Appendix 4, requirement SR520-4.29 indicates that the AVI system shall write data back to the transponder; however, the operational use of the data written to the tag is not provided for the 520 TCS. Given that many other toll systems incorporate a reader that is only used for read-only functionality for toll collection; can WSDOT please provide the operational scenarios of how the data written to the transponder will be used to support toll collection on 520?

**A61.** The writing functionality will be used by WSDOT during testing, for ad-hoc analysis of traffic data, and for future expandability of the system.

**Q62.** In reference to Appendix 4, requirement SR520-4.17 indicates that a “Discounted Toll Rate” should be included with information in the Transaction message from the Lane Controller. Can WSDOT please clarify the Discounted Toll Rate information? For example, how the discount rate is calculated or how many varying discounts exist. Can Vendors propose a solution where this information is assigned at the Host?

**A62.** At this time, the Vendor will not be calculating a discount or sending the toll rate with the transaction information. This will be assigned at the CSC. This requirement is being included for future expandability of the system.

**Q63.** In reference to Appendix 4, requirement SR520-4.59 indicates that Vendors must supply an uninterruptible power supply (UPS) for the Roadside System. Can WSDOT please clarify whether Vendors will be provided a UPS for equipment to be installed at the Traffic Management Center? If so, can WSDOT please provide the specifications for the UPS?

**A63.** The TMC contains a UPS (Mitsubishi 2033c) that will provide back-up power for the equipment at the Traffic Management Center.

**Q64.** In reference to Appendix 4, requirement SR520-4.79, can WSDOT please clarify the rules that will be used to determine traffic density?

**A64.** This issue will be addressed during the design workshops and mutually agreed upon by the Vendor and WSDOT.

**Q65.** In reference to Appendix 4, requirement SR520-4.104, can WSDOT please clarify what is meant by “the performance of the OCR”? For example, does this mean character recognition accuracy of the OCR process or performance of the CPU and other server devices where the OCR process executes?

**A65.** In this requirement, performance of the OCR means the accuracy of the OCR results at any given time versus a historical average.

**Q66.** Can WSDOT please clarify what level of structural analysis will be required for the addition of weight for the tolling equipment / attachments made to the truss structure? Will it be acceptable to just check the affected member and its attachment to the bridge truss? Will structural check of the affected vertical and diagonals be required? Will a structural check of the entire truss be required?

**A66.** Per Appendix 3 of the RFP any structural element, including truss members and attachments, whose load carrying capacity is altered by the addition of the tolling equipment shall be analyzed to ensure adherence to the WSDOT Bridge Design Manual.

**Q67.** Can WSDOT please provide the weight limits that can be supported by the bridge truss?

**A67.** These weight limits are unknown at this time. Structural analysis, as described in Appendix 3, will be required to ensure that the truss members can withstand the additional specific loads applied to them.

**Q68.** Can WSDOT please clarify whether Vendors will be responsible for preparation of the SPCC plan for any WSDOT activities on the job site or will WSDOT be responsible for its own spill prevention and control?

**A68.** Vendors will be responsible for preparation of a project-specific SPCC plan only as it applies to the scope of work outlined in the RFP.

**Q69.** Can WSDOT please confirm that a lead abatement program is required regardless of the method chosen for mounting equipment to the truss structure? For example, even if Vendors chose to clamp equipment to the bridge, should firms assume that lead abatement is still required given the condition of the paint on the structure?

**A69.** Per Section 4.6.4.3 of Appendix 3, a Lead Based Paint Containment and Disposal Plan will be required for any activities that disturb lead based paint on the truss structure.

**Q70.** Can WSDOT please clarify the text for item SR520-4.254 in Appendix 4 – Functional Requirements; a comment seems to be embedded in the text.

**A70.** See Section I - Revisions to Contract in this Amendment 8, letter m.

**Q71.** Can WSDOT please confirm whether the installation of small canopies over equipment that is mounted overhead in the truss will be permitted?

**A71.** As with all design elements, any small canopies must be shown on the plans and will be subject to review and approval by WSDOT.

**Q72.** Can WSDOT please confirm whether Vendors will be allowed to install toll system equipment under the bridge deck that is accessible from the catwalk?

**A72.** Vendors will be allowed to install equipment on the catwalk. Per Appendix 3, Section 3.4.3, installation drawings of equipment will require approval by WSDOT.

**Q73.** Can WSDOT please confirm that Vendors will be permitted to install sensors in the asphalt overlay on the bridge deck? If permitted, can WSDOT please enumerate any limitations or constraints?

**A73.** Cutting into the roadway surface is permitted, provided there are no impacts to embedded structural components. A plan is in progress to collect core sample details on existing roadway deck surface depths and embeds. These details will be provided as soon as possible. Per Appendix 3.4.3, installation drawings of equipment will require approval by WSDOT.

**Q74.** Can WSDOT please confirm the thickness of the asphalt on the bridge deck?

**A74.** A plan is in progress to collect core sample details on existing roadway deck surface depths and embeds. These details will be provided as soon as possible.

**Q75.** Can WSDOT please confirm whether Vendors would be permitted to install a UPS outside and adjacent to the equipment cabinet at the roadside enclosure location? If so, will WSDOT provide a pad that is big enough for both the 334 cabinet and a small UPS (30"W x 16"D x 36" H)?

**A75.** The specifics of the infrastructure requirements will be detailed in the Vendor-provided Roadside Toll Collection System Infrastructure Requirements Document. Nothing in the RFP precludes the installation of a UPS adjacent to the equipment cabinet.

**Q76.** Appendix 4, Section 3.3.7.1 Requirement 4.178 indicates that anti-virus software is to be included on the lane controller. Can WSDOT please confirm that this is

correct and is this really necessary considering that some lane controller implementations are deployed without graphical user interfaces or the applications that are commonly used to propagate virus attacks? In addition, we understand that the lane controllers will be installed in a closed network with the only access to the public internet available through a firewall-protected connection at the Traffic Management Center.

**A76.** Yes, anti-virus software is required.

**Q77.** Appendix 2, Figure 3, illustrates two (2) WSDOT-provided switches (“SR520 Toll Zone Switch” and “SR 520 Switch”) in the diagram. However, Appendix 4 mentions only one (1) switch that will be provided to the Contractor. Appendix 4, Section 3.5 Communications states “SR520-4.216 the Vendor shall provide and install a new switch to connect from the WSDOT SONET ring to a Cisco ASA 5520 firewall in order to protect the SR 520 network from the Internet. The media used for the Internet connection shall be a T-1 circuit. See Figure 3 in Appendix 2 for more detail”. Can WSDOT confirm whether this new switch will be one of the two listed in Appendix 2, Figure 3? Can WSDOT please clarify the quantities and types of network devices that will be provided by WSDOT for use by the Vendor in support of the 520 TCS?

**A77.** Figure 3 of Appendix 2 is correct; WSDOT will provide both switches in question and all network equipment in between them. See Section I - Revisions to Contract in this Amendment 8, letter l.

**Q78.** Appendix 2, Section 7.2 indicates that the FMAS will be connected to the RTCS via a WSDOT-provided 100Mbps network. Can WSDOT confirm whether this network (and the full 100Mbps bandwidth) will be solely for the SR520 project, or will it be shared with other WSDOT projects?

**A78.** Although the WSDOT provided network is used for other purposes, the actual speed is what is known as Optical Carrier 48 (OC 48). OC-48 is a network line with transmission speeds of up to 2488.32 Mbit/s (payload: 2405.376 Mbit/s; overhead: 82.944 Mbit/s). Although this network is used for other purposes, the Vendor can expect speeds of up to 100Mbits/s or higher.

**Q79.** Appendix 4, Figure 3-1, illustrates “user interface connections” to the FMAS. Can WSDOT clarify whether these connections access the FMAS via the SR520 Switch at the WSDOT Traffic Management Center in Figure 4 of Appendix 2? If not, will they come from the internet connection?

**A79.** The FMAS shall provide a Web-based interface for authorized WSDOT users.

**Q80.** Appendix 4, Section 3.7.3 states that “WSDOT shall supply and deliver to the Vendor for configuration a Cisco 2960 switch and a Cisco 5520 Firewall”. After the devices have been configured and deployed, will the Vendor maintain control

of these devices (i.e. will the Vendor be responsible for the administration and maintenance)?

**A80.** WSDOT shall take responsibility for the administration and maintenance of the firewall and the switch.

**Q81.** Can WSDOT please confirm whether there is any IP addressing schemes that Vendors must follow when designing the network for the Toll Zone and the FMAS?

**A81.** This issue will be addressed during the design workshops and mutually agreed upon by the Vendor and WSDOT.

**Q82.** Appendix 18, Section 18.1 Form FHWA 1273 Terms and Conditions, indicates that these will be provided in an addendum. Can WSDOT please confirm when the addendum will be made available to Vendors?

**A82.** See Amendment 6 for a revised Appendix 18.

**Q83.** Appendix 18, Section 18.2 Other Federal Requirements, indicates that these will be provided in an addendum. Can WSDOT please confirm when the addendum will be made available to Vendors?

**A83.** See Amendment 6 for a revised Appendix 18.

**Q84.** Appendix 2, Section 10.1.10, indicates that WSDOT will furnish up to twenty-three (23) Rack Mount Units. Can WSDOT please confirm whether Vendors will need to provide a power distribution unit (PDU) for inside the rack or is one already present? If already present / provided, can WSDOT please confirm the specification for the PDU (number of PDU, number of outlets, outlet types, ratings, and load capacity)?

**A84.** The Vendor shall supply all PDUs required for their installation.

**Q85.** In reference to Appendix 2, Section 10.1.10, can WSDOT please confirm whether the rack space at the TMC will have two (2) independent power sources providing power to two (2) independent DPUs? The purpose of this question is to clarify that redundant power will be supplied to the servers and that two independent sources of power are used.

**A85.** The Vendor shall supply all PDUs required for their installation.

**Q86.** Can WSDOT please provide the projected annual traffic growth for the SR520?



**A86.** Estimated traffic volumes based on several different toll scenarios can be found in the Final 520 Tolling Implementation Committee Report. This report is available at <http://www.Build520.org>

**Q87.** Can WSDOT please indicate what type and brand of video surveillance equipment is currently used at the WSDOT TMC for monitoring traffic? The intent is to potentially provide similar equipment for the DVAS that is currently being used at the TMC for traffic surveillance. This would allow Vendors to provide a similar user interface and experience to the operational personnel at the TMC, assuming that the DVAS will not be limited only to WSDOT audit and finance personnel.

**A87.** The camera used is a COHU 3965.

**Q88.** Appendix 4, Section 3.2.6.1, Requirement SR520-4.38 states “The system shall capture at least one (1) front image and one (1) rear image, that is human readable, for at least 99% of the vehicles”. Can we assume that plates which are missing, damaged, bent, improperly mounted, or temporary will be excluded in this calculation?

**A88.** Yes, this requirement says that a human readable image must be captured for both the front and rear of the vehicle. This means that the exposure must be correct, it must be in focus, etc. There is not specific mention of a license plate in this requirement.

**Q89.** The requirement identified in question 40 (previous question), conflicts with the requirement SR520-4.41, which states “At least 1 vehicle image shall include a legible license plate if one exists”. Can WSDOT please confirm which statement governs the readable image specification?

**A89.** This requirement specifically mentions at least one of the above images must contain a license plate if one exists. This is not a conflict, but a slight nuance of how the system shall work.

**Q90.** In reference to Appendix 4, Requirement SR520-4.17, can WSDOT please confirm that the OCR information needs to be included in the transaction data generated at the lane? This requirement seems to preclude having this information provided at the Host; is this intended? Can Vendors propose alternate methods for providing the OCR information as long as the information is accurate and can be directly related to the transaction?

**A90.** By using the words "if applicable" in parenthesis after the OCR information, it is WSDOT's intent that this can be done at the lane or at the Host. If at the lane, this information must be included.

**Q91.** In reference to Appendix 4, Requirement SR520-4.23, can WSDOT please provide details on what is required for shape-based classification? For example,

does WSDOT expect the AVC to distinguish between cars, trucks, motorcycles, etc?

**A91.** For shape based classification, WSDOT requires that the system classify vehicles into appropriate vehicle classes that will allow for proper charging of tolls. WSDOT does not currently know what the classes will be at this time.

**Q92.** Appendix 2, Section 3. Concept of Operations, states that "... to achieve the Performance Measures (described in Appendix 6)..." Can WSDOT please confirm that the intent was to reference Exhibit A of the Contract and not Appendix 6?

**A92.** See Section I - Revisions to Contract in this Amendment 8, letter f.

**Q93.** In reference to Appendix 3, Section 5.1.2, it appears that there may be some missing text (bolded) from the middle of the following sentence: "The primary TCS Commissioning Testing shall include correlation testing where platoons of closely spaced vehicles, some with and **some without tags and the System correctly** identifies and captures images of the vehicles without Transponders." Can WSDOT please clarify whether there is any text missing?

**A93.** See Section I – Revisions to Contract in this Amendment 8, letter i.

**Q94.** Appendix 3, Section 5.2 indicates that "...Transactions and video images to be processed by the **FMAS** and provided to the Vendor." Can WSDOT please confirm that the reference should have been made to the CSC and not the FMAS?

**A94.** The requirement states "WSDOT shall arrange for reports of the transmitted test Transactions and video images to be processed by the FMAS and provided to the Vendor." This is correct. The reports that are referenced here are reports from the CSC that will be provided to the TCS Vendor so that he can see what is happening with the data he provides in the back office.

**Q95.** In reference to Appendix 4, Section 3.3.4.5 Availability Tracking it seems that requirements SR520-4.127 and SR520-4.128 are in conflict. Can WSDOT please confirm that these requirements are worded correctly? If so, can WSDOT please clarify the requirements?

**A95.** These requirements are worded correctly. Where a lane may have redundant equipment, the first statement says that one of those pieces of equipment can be down without the lane being considered down. However, once a single subsystem is considered down (VES, AVI, etc.) then the entire system is considered down.

**Q96.** Exhibit A, Performance Measures and Liquidated Damages includes the following text for ID 2 – Vehicle Detection (AVC): “WSDOT will gather TMC data and provide it to the Vendor to include within the MR; DVAS data shall only be used when quantity variance of the loop data versus the FMAS is greater than 5%. If that occurs, WSDOT will select one or more periods of actual traffic and the **Vendor and/or will conduct** ad-hoc analysis to estimate the actual performance.” Can WSDOT please confirm whether the section of text that has been bolded is missing any text?

**A96.** See Section I - Revisions to Contract in this Amendment 8, letter q.

**Q97.** In reference to Appendix 11 – Future SR 520 Toll Collection System, can WSDOT please confirm whether one (1) year of warranty should be included in the price of the future SR 520 TCS (Stage 1 and Stage 2)?

**A97.** It is anticipated that once the Future 520 is ready for operation, WSDOT and the Vendor will negotiate the terms and price for either Vendor maintenance or shared maintenance. Any warranties required would be priced at that time.

**Q98.** Appendix 2, Section 9, Table 1, indicates that the Operational Test Completion Letter must be approved no later than 10/1/2010 (tolling commencement). Appendix 19, Section 5.1 indicates that operational readiness shall be reached no less than ninety (90) calendar days prior to tolling commencement; therefore, test results for both commissioning test and interface control test must be approved ninety (90) days before 10/1/2010. If tolling commencement happens following the Operational Test, can WSDOT please clarify whether the toll amount will be set to \$0.00 for every transaction? Furthermore, WSDOT indicates that data will be gathered from the CSC. Can WSDOT confirm that the CSC will be processing these transactions and whether they would be processed in a test environment? Can WSDOT please elaborate on how they envision Vendors will verify items ID 6 and ID 7 from Exhibit A, Table 2-1 – Performance Measures and Liquidated Damages?

**A98.** During the Operational Test, toll rates will be set at \$0.00. This rate will not change until Tolling Commencement, at which time WSDOT will instruct the Vendor to change the toll rates to the approved toll rates.

During testing, the transaction will be processed in a test environment.

For ID 6, images will be manually reviewed for a given set of data to confirm that 99% of the vehicles have at least a human readable front and rear image.

For ID 7, images and OCR data will be manually reviewed for a given set of data to confirm that 90% of the vehicles' license plates were OCR'ed correctly.

**Q99.** Allowable in-pavement sensors - During the first prebid site visit, it was stated that "loops are not allowed on the bridge". Please confirm the stated prohibition

against in-pavement loops. Does the prohibition against installing loops on the bridge also involve other in-pavement devices, such as treadles? If other devices are permitted, what is the maximum depth of any excavation for installing the device?

**A99.** Cutting into the roadway surface is permitted, provided there are no impacts to embedded structural components. A plan is in progress to collect core sample details on existing roadway deck surface depths and embeds. These details will be provided as soon as possible. Per Appendix 3, Section 3.4.3, installation drawings of equipment will require approval by WSDOT.

**Q100.** AVC System - Appendix 4, Section 3.2.4. Requirement SR520-4.23 states, “The AVC system shall have the ability to perform shape-based and axle based classification.” Please provide the specific vehicle class structure to be used on the SR520 toll system? If not provided, can the proposer suggest a class structure that is consistent with the proposed AVC system?

**A100.** The vehicle classifications are not defined at this time. This will be the responsibility of the Transportation Commission. WSDOT is asking for the ability to use 10 classes for future expansion of the system. The exact number of classes that will be used is unknown.

**Q101.** FMAS functionality - Does the Department require (or find it desirable) for the FMAS to have the capability for image review prior to sending the images to the WSDOT CSC?

**A101.** No, this is not required nor does WSDOT find this capability desirable.

**Q102.** Maintenance and Warranty Periods - Appendix 19, Sections 6.1 and 6.3. Section 6.1 which states that the warranty and maintenance will commence upon System Acceptance for a period of one year with the option to extend for 9 years. Yet in Section 6.3 the warranty is for one (1) year only and that the nine (9) one-year extensions are for the hardware and software maintenance services. Please confirm that Section 6.3 is written correctly.

**A102.** Both Sections 6.1 and 6.3 of Appendix 19 are written correctly.

**Q103.** Contract Bond - Appendix 19, Section 8.1. Please clarify the terms of the required Contract Bond (Performance and Payment Bond) i.e. the Contract bond is only required through the System Acceptance Milestone.

**A103.** The requirement is for an executed Contract Bond in the amount of eighty percent (80%) of the Total Life-cycle Price identified in Appendix 11. This requirement shall be in affect for the entire term of the Contract and will cover both construction and warranty and maintenance work. This requirement can be accomplished through a single Contract Bond or through separate Contract Bonds.

**Q104.** Contract Bond - Appendix 19, Section 8.1. The Contract Bond shall be signed by an approved surety (or sureties) that (1) is registered with the Washington State Insurance Commissioner, and (2) appears on the current Authorized Insurance List in the State of Washington published by the Office of the Insurance Commissioner. Given the turbulence of the current surety market, would the Department accept alternate forms of performance and payment guaranty in lieu of the stipulated Contract Bond such as a Letter of Credit?

**A104.** A bond is required by law.

**Q105.** Indemnification - Appendix 19, Section 15.1. Please define the period of indemnification.

**A105.** Perpetual.

**Q106.** Letter of Credit - Appendix 19, Section 15.2.7. The stipulated letter of credit for Professional Liability Errors and Omissions applies to the initial system design, installation and commissioning. Please confirm that the Department wishes to have the stipulated letter of credit in place for six (6) years beyond the final system acceptance milestone and not six (6) years beyond the potential final year of the optional maintenance period (in essence sixteen years beyond final system acceptance)?

**A106.** The requirement is to maintain this six years beyond the termination of this contract, including any maintenance extensions for Vendor-Provided Maintenance.

**Q107.** RFP Section 4 - Proposal Submittal Requirements. The table on page 19 describes proposal sections 1-4. What is Section 4?

**A107.** See Section I - Revisions to Contract in this Amendment 8, letter d.

**Q108.** RFP Section 5.1.a and b. - Financial Information. Please clarify if *subcontractors* are required to provide a statement from their bank indicating it will provide a letter of credit.

**A108.** Yes, this is a requirement.

**Q109.** RFP Section 5.1.a and b. – Financial Information. Please clarify if *subcontractors* are required to provide a statement from their CFO certifying the financial statements.

**A109.** Only interim or unaudited statements require a statement from the company CFO asserting accuracy and completeness including subcontractors.

**Q110.** RFP Section 5.1.a. – Financial Information. Please clarify if a statement from the CFO certifying the financial statements is required only for interim financial statements or for “*all* financial statements”.

**A110.** The CFO statement is required only for interim or unaudited statements.

**Q111.** RFP Section 5.1.b.ii – Financial Information. Would a performance bond from an accredited agency be an acceptable replacement for the letter of credit requirement?

**A111.** No.

**Q112.** RFP Section Appendix 10 - Compliance Matrix. The instructions for completing the compliance matrix state that Vendors must provide an explanation if Vendor indicates that it “meets or exceeds” the requirement and that “...WSDOT reserves the right to provide other proposing Vendors the opportunity to modify their proposals based on the modifications.” We respectfully request that WSDOT reconsider providing other Vendors with the opportunity to modify their proposals. Such opportunity would dismiss any competitive advantage that a Vendor may propose in its solution.

**A112.** WSDOT wishes to maintain a "level playing field" amongst proposers. If WSDOT accepts a modification to the RFP requirements as proposed by the successful Vendor, WSDOT reserves the right to make this requirement modification known to other proposers per section 2.3 of the RFP.

**Q113.** RFP Section 5.4.a - Federal Terms and Conditions. How should Vendor “complete” Form 1273? Where should Vendor sign Form 1273?

**A113.** See Amendment 6 for a revised Appendix 18.

**Q114.** RFP Section 2.17, 5.3.c. – Waivers Contract Terms and Conditions. Does Section 2.17 require that any contract exceptions to be addressed under Section 5.3 and included in Appendix 8 be submitted and approved prior to submission of proposals?

**A114.** Section 2.17 is specific to the RFP. Section 5.3 is specific to the Contract.

**Q115.** Will WSDOT consider using its civil contractor to attach the equipment brackets to the bridge structure if they are provided ahead of time?

**A115.** No, the Vendor shall be responsible for the entire scope of work as described in the RFP.

**Q116.** RFP Section A4 3.2.4 - Vehicle Classification. Will WSDOT allow saw cutting into the pavement at the tolling point for the purpose of installing axle counting devices?

**A116.** Cutting into the roadway surface is permitted, provided there are no impacts to embedded structural components. Per Appendix 3.4.3, installation drawings of equipment will require approval by WSDOT.

**Q117.** RFP Section A4 3.2.7 – SR520-4.52 - Cabinets and Enclosures and A4 3.2.9 – SR520-4.63 - Emergency Generator. It is assumed that these two requirements for the WSDOT-furnished items are informational only and if replacements are needed because a cabinet and/or generator are inadvertently damaged, the vendor will be reimbursed for the replacement.

**A117.** As Requirement SR520-4.52 states, the Vendor shall be responsible for all replacement cabinets, so while these requirements are for information only initially, they will be pertinent for future use by the Vendor.

**Q118.** RFP Section A4 3.4.1 – SR520-4.203 – DVAS. In regards to the DVAS is Motion Jpeg (MJPEG) an allowed compression format?

**A118.** MJPEG will be accepted as long as it is compatible with current and future WSDOT systems.

**Q119.** Can equipment be mounted to the cat walk structure under the bridge deck?

**A119.** Vendors will be allowed to install equipment on the catwalk. Per Appendix 3.4.3, installation drawings of equipment will require approval by WSDOT.

**Q120.** Are there drawings available for the cat walk layout under the bridge deck?

**A120.** Answer pending and will be included in a future amendment.

**Q121.** A4 3.5.1 – SR520-4.216 – Communication. The vendor is to supply the interface switch between the WSDOT SONET ring and the SR520 network. However, the reference figure stated in the same section indicates the switch in question will be provided by WSDOT. Section A2 10.1.6 also indicates that WSDOT will be providing all switches up to the lane controller cabinet. Will WSDOT be providing this switch in addition to the other switches being provided for the project?

**A121.** See response to Question #77.

**Q122.** A4-7, 3.2.6.2, SR520-4.43 - Optical Character Recognition (OCR). Are plate type and jurisdiction included in the 90% correct OCR return requirement, or does that requirement apply only to reading the plate characters correctly?

**A122.** Plate type and jurisdiction are included in the 90% calculation. WSDOT needs all this information in order to correctly process a photo toll transaction.

**Q123.** A4-8, 3.2.8, SR520-4.59 - Uninterruptible Power Supply. Since the system will be backed by a generator, will WSDOT consider relaxing the UPS battery backup requirement from 2 hours to 20 or 30 minutes?

**A123.** No.

**Q124.** A4-32, 4.2, SR520-4.284 - Physical Security. Is card access required for the roadside equipment enclosures?

**A124.** No.

**Q125.** Appendix 5; Section 4.1.3; SR520-5.90 - Transition training. This section states: "The Vendor shall provide annual refresher retraining, if requested by WSDOT". How should this be priced? Should it be assumed the training will be requested by WSDOT and conducted by the vendor annually?

**A125.** See Section I - Revisions to Contract in this Amendment 8, letter n.

**Q126.** Appendix 5; Section 3.11.1. - Lane Closure Rental.

**Table 3-2-Lane Closure Rental Matrix**

| Time Period   | Max Closure Allowance                              | Lane Rental Adjustment | Count Against Repair Time? |
|---|--|------------------------|----------------------------|
| <b>Peak</b><br>6am - 9am<br>3pm - 7pm   | No Closures  | n/a                    | Yes                        |
| <b>Shoulder - Pre</b><br>5am - 6am<br>2pm - 3pm   | 1/2 Hour,<br>1 Direction, 1 Lane Only              | 100%                   | Yes                        |
| <b>Shoulder - Post</b><br>9am - 10am<br>7pm - 9pm   | 1 Hour,<br>1 Direction, 1 Lane Only                | 100%                   | Yes                        |
| <b>Off Peak - Day</b><br>10am - 2pm   | 2 Hours,<br>1 Direction, 1 Lane Only               | 50%                    | Yes                        |
| <b>Off Peak - Night</b><br>9pm - 5am  | No length restriction,<br>1 Direction, 1 Lane Only | 0%                     | Yes                        |
| -- WSDOT may suspend or change the schedule at any time; Provided, that WSDOT shall notify Vendor of such changes seven (7) Calendar Days prior to the effective date of the changes. |  |                        |                            |

Since the need for emergency repairs are not predictive, how can the vendor meet the repair time requirement during the peak periods if lane closures are not permitted during those times? Should the vendor's performance be penalized as a result? Also, please clarify the Time Period restrictions with respect to shoulders since there are no shoulders on the bridge in the area of the toll collection equipment.

also

SR520-5.58 states: "The lane rental fee for each closure shall be calculated by subtracting the Potential Revenue of the current closure from the Potential Revenue of the previous period and multiplying by the lane rental adjustment. If the result is a negative number, the lane rental cost will be zero."

Question: This lane rental fee calculation seems to be in error since it appears to be punitive for responsive/efficient maintenance activity and rewards extended maintenance activity. Please define Potential Revenue for the current closure and Potential Revenue



of the previous period. For bidding purposes, how is it possible to anticipate these Potential Revenue amounts?

Question: Is it WSDOT's intention that the Vendor be responsible for lost revenue when such loss could be prevented by closing and repairing a lane, but was not permitted to do so?

**A126.** The Vendor can meet the repair time requirements in a number of ways:

1. Repairs can be made to the software remotely.
2. Redundant tolling equipment can provide coverage during periods where closures are not allowed.
3. The repair time is a mean, allowing faster repairs to compensate.

The Vendor is responsible for collecting the required information from each vehicle in order to collect the toll. Failure to collect the information will result in lost toll revenue.

The reference to "shoulder" in Table 3-2 refers to the hour immediately preceding and immediately following the peak periods.

"Potential Revenue" shall mean all revenue that could be collected for a given period considering only the number of vehicles detected, the vehicles' classes, and the associated toll rate with those classes. Potential Revenue shall not consider unreadable images, missing plates, damaged plates, obstructed plates, etc.

**Q127.** Appendix 5; Section 3.3; SR520-5.28 - Spare Parts Procurement. This section states: "All spare parts and consumables shall be maintained by the Vendor at a location or locations agreed upon by WSDOT and the Vendor."

Will WSDOT provide the Maintenance Vendor with a maintenance office for spare part storage and test equipment?

**A127.** During Vendor Provided Maintenance, the Vendor shall maintain an office for spare part storage and equipment.

**Q128.** Non-revenue tags - Will WSDOT provide non-revenue tags for the Maintenance Vendor during working hours and after hours calls?

**A128.** Two non-revenue tags will be provided to the Vendor for maintenance activities only.

**Q129.** RFP, 1.4. - Project Budget. The paragraph states in part: "WSDOT has established an upset price for implementation of the Toll Collection System beyond which it will not consider Proposals. The upset price for implementation is \$2,000,000."

Question: Will WSDOT please define "implementation"? Does it include any warranty, maintenance, annual audits?

**A129.** Implementation as discussed here is defined as design, construction, and installation only. Warranty, maintenance, and annual audits are not included in the upset price.

**Q130.** RFP, Section 4.6.d. – Toll Collection System Experience – this section states that vendors shall have direct experience with highway electronic toll transaction processing and integration of Automatic Vehicle Identification and field device equipment to meet the minimum technical requirements for this project. What exactly does this mean?

**A130.** The requirement is clear as referenced in RFP Section 4.6.d and the degree to which the Vendor qualifications will be evaluated and scored as referenced in RFP Section 3.3.

**ALL OTHER TERMS AND CONDITIONS OF THIS RFP REMAIN IN FULL FORCE AND EFFECT.**